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HONGKONG, SATURDAY, OCTOBER 17, 1914

號甲寅庚年三國民華中

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INDUSTRY IN PARIS.

The great problem of the hour apart
from the military situation is the resumption
of work, writes a Paris corres-
pondent of August 19. Industry is
stagnating, and in consequence there is
a great and hourly loss of national riches.
To obtain this the three Ministers of
Commerce, Finance, and Labour have
conferred together and taken concerted
action.

There is no reason why the mobiliza-
tion of three million Frenchmen should
paralyze the national activities of the
rest of the population.

Among other questions discussed by
the Ministry of Labour with the military
authorities, by whom Paris is now
governed is that of allowing restaurants
to remain open to a later hour than 9
o'clock.

In his interview with business people,
M. Combes, the Minister of Labour, has
come to the conclusion that the chief
cause of the crisis is the mobilization.
The rigorous of this regime, however,
have been softened already by a Minis-
terial decree issued on August 9. Thus
one of the chief obstacles to the resump-
tion of business has been removed. An-
other difficulty was the result of the
mobilization of all the means of trans-
port for army purposes. It has now
been decided that proprietors of vehicles
may use them at hours when they are
not actually required for military com-
munications.

The Ministry of Labour has also en-
larged the powers of the various mutual
aid societies whereby they may draw
upon their reserve funds to meet the
needs of the hour. Life insurance
societies have been encouraged to offer
greater facilities for insurance against
the risk of war.

The Ministry of Labour has also called
into consultation the heads of large gen-
eral stores in Paris. As a result of that
consultation it has been decided that
these establishments shall employ all
their staffs in rotation. In other cases
shop assistants are placed on half-pay
until their services are again required;
the wives and children of these in the
front also receive grants from the em-
ployers. The Municipal Council has de-
cided to start public works of improve-
ment in Paris. This, however, will not
affect more than 7,000 or 8,000 workers
out of the 200,000 who are without
employment.

Another interesting section of the com-
munity is that of the milliners. The
workers employed in millinery and the
manufacture of lingerie. It was decided
to resume work as quickly as possible in
order to fulfil important orders from
England and America. In the mean-
time military help will be given. From
the American Chamber of Commerce in
Paris has come the welcome intimation
that orders to the extent of \$12,000,000
at once are ready to be given to certain
Parisian industries, such as feathers,
flowers, lingerie, lace, silk, mudins,
and boys. One result of the war has
been to divert these orders from Ger-
many.

DOCKERS' £10,000 WAR FUND.

The Executive Committee of the Dock,
Wharf and Riverside General Workers'
Union has decided to appeal to the mem-
bers in work to contribute towards a
"Dockers' Union £10,000 War Emergency
Fund" to relieve the more distressed
cases, and to assist to maintain intact the
union organization.

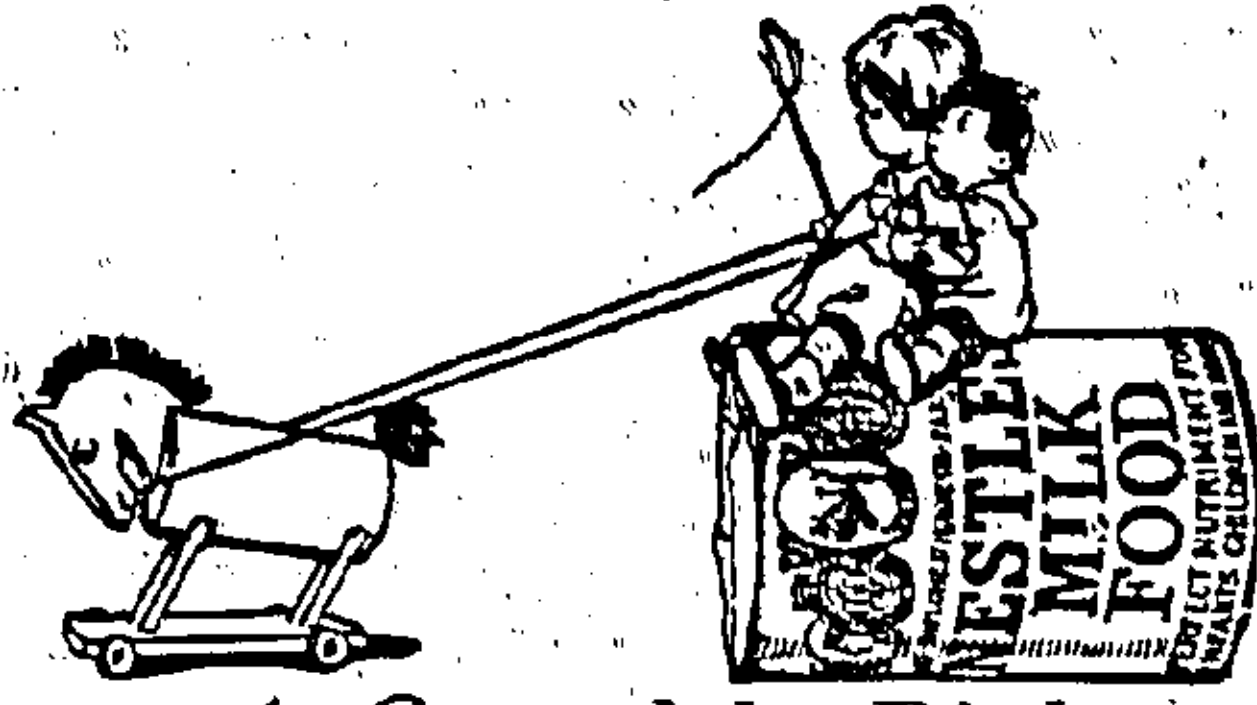
The London newsboy is making great
play with the foreign names with which it
is now his duty to assuage the ear of the
public, says a Home paper. "Name" and
"Leeds" are elementary, and
"Charley" the other day was quite
recognizable. But Brinsford has been a great
stumbling block. "Lily" is now making
its appearance as a somewhat familiar title
for a great fortress.

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DON'T doctor your blood for rheuma-
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will depart from the COMPANY'S WING LOK STREET WHARF at 8 A.M.
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Wharf.

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One of the above steamers leaves Canton for Wuchow every Monday, Wednesday
and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the
days at 8.30 A.M. Round trips take about 6 days. Passengers can return to
Hongkong or vice versa by the Company's direct steamers "LINTAN" and
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PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, on
TUESDAY,
the 20th October, 1914, commencing at 9.30 p.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Lee House Street—
A QUANTITY OF
VALUABLE TEAKWOOD AND BLACKWOOD FURNITURE, &c.,
As follows:—
TEAKWOOD, &c.—One Drawing Room Suite, Dining Room Furniture, &c., Arm-chairs and Sofas, Carpets and Rugs, New Brass and Brass-mounted Bedsteads, Toilet Tables, Wardrobes, &c., Sideboards, Dinner Waggon, Extension Dining Table and Chairs, etc., etc., Dinner and Dessert Services, Crockery, Glass and E.P. Ware, Cooking Stoves (New), Kitchen Utensils, Cutlery, etc.,
Also
One Old Blackwood Wardrobe, Desk, Electric Reading Lamp, etc., 1 Marble Clock, several Iron Safes, Ice Chests (new), etc., etc., 2 Sets Old Brass Hallstands, 2 Fowling Pieces, and 2 Duplicators.
Catalogues will be issued.
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SATURDAY,
the 24th October, 1914, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Lee House Street,
A LARGE QUANTITY OF
VALUABLE TEAKWOOD AND BLACKWOOD FURNITURE, &c.,
As follows:—
TEAKWOOD, &c.—Two Drawing Room Suites, Dining Room Furniture, &c., Arm-chairs and Sofas, Carpets and Rugs, New Brass and Brass-mounted Bedsteads, Toilet Tables, Wardrobes, Washstands, &c., Sideboards, Dinner Waggon, Extension Dining Table and Chairs, etc., etc., Dinner and Dessert Services, Crockery, Glass and E.P. Ware, Cooking Stoves, (New), Kitchen Utensils, Cutlery, etc.,
Also
Two Pianos in good condition, One Large Musical Box original cost £50, Electric Reading Lamp, etc., 1 Marble Clock, Iron Safes, Ice Chests, Typewriter, Lace Curtains (new), Brass Curtain Pole, &c.
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Table Office with Wines & Liquors
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A DARING ADVENTURER.

BY WILLIAM MAXWELL.

It was at Dierck, the gallant little town on the left bank of the line of defence. At the table in the commandant's office sat a man in civilian clothes writing a despatch. His clean-shaven face showed force and decision.

"The correspondent of the 'Daily Telegraph,'" said the commandant. The man at the table rose from his chair, took his hat and, with a flourish, drew me to a seat at his side.

"M. T.," on special service for the Military Cabinet of the Minister of War. In order that there might be no mistake about his name and his office, he wrote them on a large sheet of paper with a large blue pencil. His manner was effusive.

"You would like some news. Here is my report to headquarters. 'Show him the letter found on the German officer.' The black-headed man with the frank, healthy face, who sat on the other side of the table, handed me a translation he was making into French.

"You see how the Germans are afraid of us. Be sure and put that in your paper," said M. T.

A woman in white, with a red cross on her arm, flitted about the room, humming among the trophies of war for souvenirs. She evidently had a taste for autographs, and had appropriated a score of documents found on German prisoners.

"Madame T.," We talked—or rather she talked about her exploits in the war. "I am coming here to-morrow in an aeroplane." A wonderful woman. She spoke to me in French, but once she let slip the word "Ja." It is a very ordinary word in this part of Belgium, but Madame chose to correct it instantly with a "Oui."

There was another member of the party—a bulldog. We were introduced to an another. "A fellow-countryman of yours," said M. T. But it was a French bulldog. Like everything connected with M. T., it was an amazing animal.

"This dog," said M. T., pressing his lip against the muzzle of the animal. "Banned messages from the German lines to the forts at Liege. We managed it in this way. One of my old coats was cut into small pieces and distributed in a wood, where an agent in the enemy's camp came with his reports. These reports, written on tiny scraps of paper, were inserted in the dog's collar, and he found me by the scent of my old coat."

Mad Baron Munchausen came to life again, and what was a civilian doing in a military commandant's office, taking complete control, reading all the confidential reports, and ordering everybody about? It was certainly strange, but M. T. had an armlet with the magic letters. "S. M. T.—Service Militaire—et Commandant van Dooren was evidently satisfied with the man's papers of identity.

M. T. insisted on giving me his report to headquarters. "You can copy it for your paper, and be sure to tell about the bulldog. Here is his photograph."

We went to lunch at an advocate's house, of which M. T. instantly took possession. A masterful man, M. T., who told a story well.

"You ought to be on the stage," I suggested, after he had given a most dramatic account of an encounter with a German officer.

The party had made up its mind to return to Louvain and Brussels by train, but I was so interested in every one of its members that I offered them the use of my motor-car.

M. T. would not listen to the proposal. He would have a special train. Let someone telephone to the station-master. Let a goddamme be sent to say that M. T., on special service for the Military Cabinet of the Minister of War, must have a special train.

"You cannot have one," said our host the advocate.

"What!" exclaimed the deputy of the Military Cabinet. "Who will dare to refuse me?"

There is no train available," explained the advocate in apologetic tones.

M. T. missed his train for some unknown reason, and we went together to the commandant's office, where he asked for a pair of field glasses to add to his collection of loot.

You would like to know where the British Army is?" he said to me. As I had been searching the whole country for a week I confessed that my curiosity was great.

"I will tell you," replied M. T., calling a young officer to the table and writing down his name—for preference.

Tell this gentleman where the British are," commanded the delegate of the Military Cabinet.

"I don't know," replied the officer, with obedient alacrity.

You see how well the secret is kept," observed M. T. "I am not allowed to disclose it, though I have shown you greater confidence than any stranger I have met."

We said good-bye late in the afternoon. Next day I was again at Dierck and made inquiries about M. T. and his wonderful companions. They had arrived in the town at three o'clock one morning and taken possession of the advocate's house as well as the commandant's office; they had visited all the positions and outposts, and made themselves thoroughly acquainted with the strength of the position and the number of the garrison.

"Have they returned?" I asked the commandant. No, they had not returned. "Are you not suspicious of them?"

"Yes, I took care to give them nothing of great importance. Moreover, I sent a man to Brussels with orders that if they did not present their report to the War Office they were to be carefully observed."

Next day I was glancing over the newspapers when my eye caught a paragraph announcing the arrest of a certain M. T. and his mistress, in whose lodgings were found important documents and a large sum of German money. I have not the least doubt as to M. T.'s identity, for I made inquiries at headquarters. Nor have I any doubt as to his fate. He was a bold and courageous man—though a traitor.

I met my host again at Dierck, and he seemed greatly relieved to find at least one of his guests at liberty. He told me how the party over-reached itself. M. T., who had a craze for notoriety, sent a telegram to a station-master down the line purporting to come from headquarters at Louvain, and telling him to give a good welcome to M. T., of the Military Cabinet of the Minister of War. Anxious to make sure of his reception, M. T. telephoned to ask the station-master if such a telegram had been received. This roused suspicion, and an inquiry by telephone to Louvain led to the arrest.

I wonder what has become of the dog.

THE BELGIAN MISSION.

Speeches of the Delegates in London.

APPEAL FOR ENGLISH HELP.

The members of the Belgian Mission, which has been visiting London, left Liverpool on September 2 on board the Celtic for the United States. Before the departure of the delegates from London, a drawing-room meeting arranged by the Eighty Club was held at the Hotel Cecil to hear addresses from M. Hymans and M. and Mme. Vandervelde.

In her address Mme. Vandervelde said she had received the following letter, written on behalf of the Queen of the Belgians:—
Her Majesty the Queen wishes to tell you that she approves of your plan of putting before public opinion in England and the United States the sufferings which the German invasion has inflicted upon our peaceful population. Five of our provinces are devastated, thousands of families driven from their homes and at this moment without a home, and it is deserving well of our country and of humanity to try to help them. The best wishes of the Queen accompany you to these two countries, which love to give help to those in distress.

There was a large attendance and the speakers were given an enthusiastic reception. Mr. P. Northcote was in the chair, and among those present were Mr. A. Henderson, M.P., Mr. Kellaway, M.P., Mr. Chancellor, M.P., and Mr. Rowlands, M.P.

M. Hymans said Belgium had now only one national policy—resistance to the barbarous invader who, not having succeeded in taking their honour from them, turned themselves by pillage, massacre, and burning. Since 1830 Belgium had been neutral by the wish of Europe and the guarantee of the Powers, and Germany, breaking solemn treaties and denying her own guarantee, had sent her troops to force a passage through the country. They had not given way before the attack. They had done their duty to themselves and Europe and the result had been atrocious sufferings.

SUFFERERS FROM

Skin & Blood Diseases

Such as Eczema, Scrofula, Scars, Bad Legs, Abscesses, Ulcers, Glandular Swellings, Boils, Pimples, Sores, Eruptions, Piles, Blood Poison, Rheumatism, Gout, &c., should at once realize that outward applications, such as lotions, ointments, so-called balms, &c., though they may give relief for a time, do not cure the disease. The trouble lies deeper—in the blood. These complaints are the result of clogging impurities in the blood—and so can be permanently cured only by thoroughly purifying the blood.

CAN BE CURED

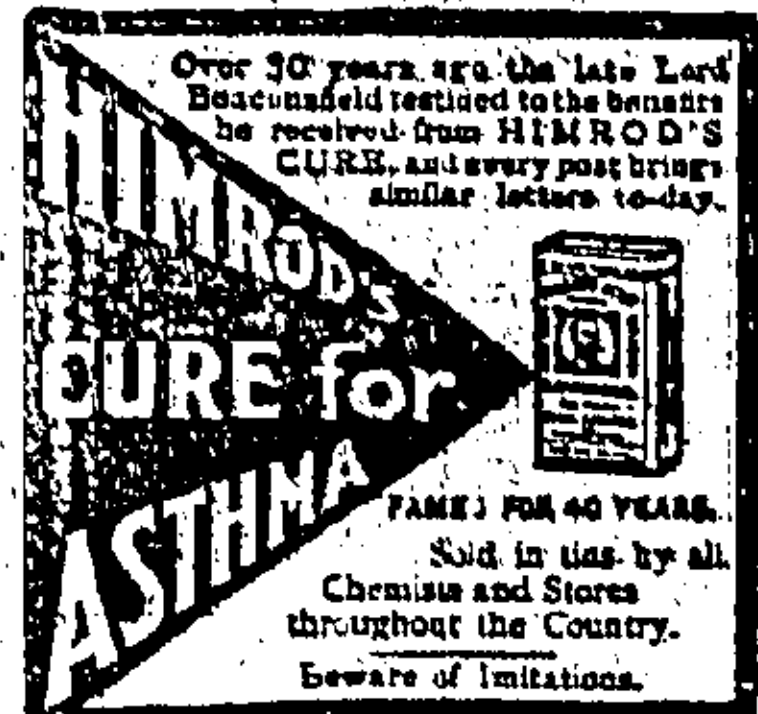
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Their country had been sacked, towns reduced to chimneys, townspeople, workmen, and peasants had been shot, and inefficient citizens led into captivity. The Germans had violated all the laws of war. The Mission was going to the United States to lay before the American people all the horrors of which Belgium had been the scene. It had put before the English Government the authentic documents of the official inquiry that had been held on this matter. He believed the supreme law of justice would end by assuring the punishment of the crime perpetrated against the Belgian people (Cheers).

BRITISH SUPPORT.

The admirable speeches of Mr. Asquith, Sir Edward Grey, and Mr. Balfour had touched the Belgian people to the heart. They felt that the English nation was behind them. Their brief visit to London had shown them that English hearts beat with theirs, and they were certain that the generous American democracy would give them the moral support of which they stood in need and also material assistance. Workmen had been turned out of the factory and peasants driven from the land, thousands of families were homeless. He appealed to England for help in checking famine, comforting widows, and saving children. The Belgians would not fail in upholding their cause. They would fight to the end to keep the free life which was the only worthy life. (Cheers).

M. Vandervelde, speaking in French, said he would not seek to ascertain whose was the indirect and remote responsibility for the war. He believed there was not a Government in Europe which had not its share of responsibility in the disaster which had befallen the world. As to the direct and immediate cause of the war, he believed there was no doubt. It was enough to recall the facts—the brutal ultimatum to Serbia from Austria, who was not appeased by large concessions, the refusal of Germany to give up her demands for a moderating influence on the declaration of war against France, who wanted peace, and the violation of Belgian territory.

Gave as was the blow to the faith of treaties and the violation of international law, it was a not the greatest feature of the conduct of Germany towards Belgium. It might have been pleaded that a passage across Belgium was imposed by necessity. But the Germans had not confined themselves to that. The Belgians had resisted it was their right they defended their territory, their women, their children, their hearts; it was their duty—they had undertaken towards France, England, and Germany, the guarantee of their neutrality, to defend that neutrality.

VICTIMS OF GERMAN VENGEANCE.

Because the Belgians had done their duty Germany had sought to punish them. She was no longer a making was on them to effect a passage, but to punish them and wreak vengeance on them. The English people knew by that means. That was the doctrine of the Mission. It would show how the Belgian people had been subjected to martyrdom, a population decimated, towns burned—among them Louvain, the treasures of art and science. That was so-called German culture! In reality it was barbarism (loud cheers). He did not lay the responsibility for what had been called German atrocities on the German people. The German people loved and desired peace, but their will counted for nothing or very little. The object of the present war ought to be to break the power of Germany and to give peace to the interests of Prussia itself as well as of other nations. (Cheers, and a cry, "We will do it.")

The Democrats and Socialists had not been the least ready to join the flag in the Allied countries. If in England there were any men with an intense love of peace who asked to whom belonged the responsibility for the great mass of workers and seen from the first that the primary responsibility rested with Prussian militarism. They were making war against our civilization and our way of life, and when the Prussian monarchy was finally weakened. (Cheers.) If the Kaiser was vanquished it would be liberty and democracy which would triumph. If he won the French democracy would be mutilated, in England democracy would be weakened, the liberties reduced to slavery, and the development of democracy and socialism in Europe hindered for years. That could not and must not be.

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No. 1 Dock, Kowloon	700	100	10	10	
No. 2 Dock, Kowloon	500	100	10	10	
No. 3 Dock, Kowloon	500	100	10	10	
Patent Slip, No. 1, Kowloon	100	100	10	10	
Patent Slip, No. 2, Kowloon	100	100	10	10	
TAI KOW TST					
Common Dock	400	40	10	10	
AMBERLEY					
Hope Dock	200	40	10	10	
Lanet Dock	200	40	10	10	

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Chlorodyne is a liquid taken in drops, graduated according to the malady. It invariably relieves pain of whatever kind; creates a calm refreshing sleep; allays irritation of the nervous system when all other remedies fail; leaves no bad effects; and can be taken when no other medicine can be tolerated.
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KOWLOON-CANTON RAILWAY.

Time Table From 1st October 1914.

OUT		IN	
Kowloon	6.50	7.42	9.40
Hung Hom	6.54	7.46	9.44
Sham Shui	6.58	7.50	9.48
Yau Ma Tei	6.59	7.51	9.49
Sha Tin	7.10	8.02	9.60
Tai Po	7.23	8.15	9.73
Tai Po Market	7.27	8.19	9.77
Fan Ling	7.38	8.30	9.88
Shuang Shui	7.39	8.31	9.89
Sham Chun	7.44	8.36	9.94
Canton	11.20	6.05	6.33

*Will stop at Shuang Shui, on notice being given to the guard at Kowloon.
Golfers Train: Sundays and Public Holidays.
Kowloon 8.45 a.m. Tai Po 9.15 Shuang Shui 9.30
Sha Tin Kowloon Branch.
OUT
Fan Ling Dep. 6.05 8.20 12.30 3.30
Sha Tin Kowloon Arr. 7.00 9.15 1.25 4.15
Sha Tin Kowloon Branch.
IN
Sha Tin Kowloon Dep. 7.10 9.25 1.45 4.15
Fan Ling Arr. 8.10 10.25 2.45 5.15

EUROPE'S YOUNGEST SOVEREIGN.

The Girl Duchess Who Rules Over Luxembourg.

The following article from a home periodical is of special interest in view of the Reuter telegram published recently stating that the Grand Duchess of Luxembourg has been intruded in the Castle of Nuremberg and her army, numbering 200, has been transported to Germany with the exception of the commandant.

Wedged between France, Prussia, and Belgium, it was inevitable that the miniature State of Luxembourg, although neutral, should have been affected by the great European conflict. For several seasons Luxembourg is unique among the countries of the world. Its area is only 1,000 square miles—about a seventh of the size of Wales while its population is fewer than a quarter of a million.

That the people of Luxembourg could have made no effort at all to resist any armed force is evident from the fact that the fighting force consists only of 145 gendarmes and 150 infantrymen, whose duties are purely ceremonial.

Luxembourg is one of the only two States in Europe now ruled by a female Sovereign, the other being Holland. Furthermore, its Sovereign, the Grand Duchess, is the youngest in Europe. Luxembourg is the youngest in Europe, 1912, on the death of her father, William III, Grand Duke of Luxembourg, being then within two months of her eighteenth birthday.

THE NEW FRENCH REMEDY, THERAPION NO. 2

THERAPION NO. 2

Furthermore, she takes the keenest interest in everything that contributes to the welfare of the people of Luxembourg. Her charity is proverbial, and there is a saying in the Grand Duchy that "she would gladly ruin herself in making others comfortable."

In addition to holding the reins of power in the government of her tiny kingdom, the Grand Duchess has control of her immense fortune, worth, it is estimated, close upon ten million pounds, which makes her quite independent of the Civil List of £25,000. This money, it might be mentioned, is annexed for the most part by the Dukes of Nassau when they were driven into Austrian exile, through the prosperity of Wiesbaden, once the gambler's paradise, and other places of a similar nature. This fortune is invested in securities in various States: in Austria, Hungary, and Germany, besides Luxembourg itself.

Luxembourg is virtually an autocratic sovereignty, as the Legislature only meets for four months in the year, and is almost, but not quite, under the complete control of the girl Duchess.

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THE DIARY.

MEMO. FOR TO-DAY.

Special Dinner at Grand Hotel in aid of Prince of Wales Fund.

MEMO. FOR TO-MORROW.

8 a.m.—Excursion to Macao.

MEMOS. FOR MONDAY.

Lady May opens French Convent Sale of Work.
8 p.m.—Sale of Crown Land at P.W.D.

General Memoranda.

TUESDAY, October 20.—
2.30 p.m.—Sale of Teakwood and Blackwood Furniture etc., at Messrs. Hughes and Houghs.
WEDNESDAY, October 21.—
Trafalgar Day (1805).
THURSDAY, October 22.—
Empress of Germany's birthday (1858).
SATURDAY, October 24.—
Queen of Spain's birthday (1837).
WEDNESDAY, October 28.—
8.30 p.m.—Lecture by Rev. J. K. Macdonald at United Church Guild.
FRIDAY, October 30.—
9.15 p.m.—Organ Recital at St. John's Cathedral in aid of Prince of Wales Fund.
SATURDAY, October 31.—
Ministering Children's League Bazaar.
WEDNESDAY, November 4.—
Licensing Sessions.
SATURDAY, November 7.—
9.15 p.m.—"The Blue Bird" at the Theatre Royal.
TUESDAY, Nov. 10.—
9.15 p.m.—"The Blue Bird" at the Theatre Royal.

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Hongkong, July 23, 1912.

of controversies in the future. The present great war will not achieve its proper end if, in addition to the destruction of Prussian militarism, it does not pave the way for a complete cessation of such savagery as is war and do something towards the realisation of placing reason and not brute force in the ascendant. We are, however, digressing somewhat. Therefore to return to the subject immediately under discussion we find that the primary function of, and basic justification for, any arm is the execution of its duties in relation to other than its own kind; thus, though it is admittedly one of the first and most important duties of cavalry to drive the enemy's cavalry out of the field, and establish superiority, this is actually the secondary function of the cavalry arm; its primary function is the observation and harrying of the other Arms of the Service. Again, the primary function of a fleet is neither to hold or defeat a hostile fleet, although this, its secondary function, is universally admitted to be its first and most important objective. Ultimately in every case there must be some primary purpose which gives rise to the need for any kind of fighting machine apart from its power of offence or defence against its own kind; it is this primary purpose that imparts the initial impulse and direction to its development. In the war, it will be interesting to observe what is done by cavalry and aircraft in regard to reconnaissance and to compare what is actually achieved with the ideas expressed by the writer quoted.

LEGISLATIVE COUNCIL.

Hon. Mr. Wei Yuk Re-appointed.

The Government Gazette announces that His Majesty the King has been pleased to approve the re-appointment of the Honourable Mr. Wei Yuk, M.C., to be an Unofficial Member of the Legislative Council for a term of three years; with effect from the 22nd October, 1914.

QUARANTINE REGULATIONS WITHDRAWN.

The Original Forth, the Government of Burma, the Port of Chittagong and Netherlands India have withdrawn quarantine regulations against arrivals from Hongkong. Only two places, Tientsin and Singapore, now impose quarantine on Hongkong shipping.

SHIP'S OFFICER CHARGED.

Neglect and Drunkenness Alleged.

A Marine Court of inquiry sat at the Harbour Office this morning to inquire into charges of misconduct preferred by Capt. George William Eddy, of the British steamer Anhui, against J. W. Scott, second mate of the ship.

The Marine Magistrate and Harbour-master, Commander Basil Taylor, R.N., presided, the other members of the Court being Lieut. Commander M. B. J. Maxwell Scott, H.M.S. Tamar; Mr. G. W. Cockman, Master of H.M.S. Malta; Mr. G. Thompson, Master of the s.s. Yuen sang; and Mr. A. H. Stewart, Master of the s.s. Haiman.

Mr. D. Lewis (Messrs. Johnson, Stokes & Master) represented the complainant, and Mr. P. W. Gilding appeared for defendant.

The President read a letter from the Master of the Anhui requesting that a court assemble to inquire into these charges: that on October 7 defendant was under the influence of liquor while on duty; that he was under the influence of liquor on the 8th instant while on duty; neglect of duty on the same day and altering the course without orders, thereby colliding with a fairway buoy and endangering the ship.

Mr. Gilding asked for a remand on the ground that the charges were not served on defendant, and therefore had not had an opportunity of preparing his defence.

The President: You have had twenty-four hours.

Mr. Gilding replied that that was not enough. In a civil case at least four days notice was given.

The President pointed out that this was not a civil court, and that two of the members were leaving port, one to-day and one to-morrow.

Mr. Gilding submitted that he was entitled to a remand. The summons had not been properly served; it was sent to him instead of to defendant. He would not press this point, however, as it would be merely a quibble.

Mr. Gilding said he would be ready to answer the charges on Monday, but this day being inconvenient to the complainant the case was remanded till Tuesday at 10.30 a.m.

CHILDREN'S COLDS.

HEY let the children rock their little bodies in such a drowsy manner when you see so easily their little heads with a bottle of Chamberlain's Cough Remedy. For sale by all Chemists and Storekeepers.

PROCLAMATIONS.

DECLARATION OF LONDON.

Trading With Enemies.

The following proclamations are taken from the "Government Gazette" of yesterday's date:—
At the Court at Buckingham Palace, The 20th day of August, 1914.
Present,

THE KING'S MOST EXCELLENT MAJESTY IN COUNCIL.

Whereas during the present hostilities the Naval Forces of His Majesty will co-operate with the French and Russian Naval Forces, and

Whereas it is desirable that the naval operations of the allied forces so far as they affect neutral ships and commerce should be conducted on similar principles, and

Whereas the Governments of France and Russia have informed His Majesty's Government that during the present hostilities it is their intention to act in accordance with the provisions of the Declaration known as the Declaration of London, signed on the 26th day of February, 1909, so far as may be practicable:

Now, therefore, His Majesty, by and with the advice of His Privy Council, is pleased to order, and it is hereby ordered, that during the present hostilities the Convention known as the Declaration of London shall, subject to the following additions and modifications be adopted and put in force by His Majesty's Government as if the same had been ratified by His Majesty:—

The additions and modifications are as follows:—

(1) The lists of absolute and conditional contraband contained in the Declaration dated August 4th, 1914, shall be substituted for the lists contained in Articles 22 and 24 of the said Declaration.

(2) A neutral vessel which succeeded in carrying contraband to the enemy with false papers may be detained for having carried such contraband if she is encountered before she has completed her return voyage.

(3) The destination referred to in Article 33 may be inferred from any sufficient evidence, and (in addition to the presumption laid down in Article 34) shall be presumed to exist if the goods are consigned to or for an agent of the Enemy State or to or for a merchant or other person under the control of the authorities of the Enemy State.

(4) The existence of a blockade shall be presumed to be known:—
(a) to all ships which sailed from or touched at an enemy port a sufficient time after the notification of the blockade to the local authorities to have enabled the enemy Government to make known the existence of the blockade;

(b) to all ships which sailed from or touched at a British or allied port after the publication of the declaration of blockade.

(5) Notwithstanding the provisions of Article 85 of the said Declaration, conditional contraband, if shown to have the destination referred to in Article 83, is liable to capture to whatever port the vessel is bound and at whatever port the cargo is to be discharged.

(6) The General Report of the Drafting Committee on the said Declaration presented to the Naval Conference and adopted by the Conference on February 25th, 1909, shall be considered by all Prize Courts as an authoritative statement of the meaning and intention of the said Declaration, and such Courts shall construe and interpret the provisions of the said Declaration by the light of the commentary given therein.

And the Lords Commissioners of His Majesty's Treasury, the Lord Commissioners of the Admiralty, and each of His Majesty's Principal Secretaries of State, the President of the Probate, Divorce and Admiralty Division of the High Court of Justice, all other Judges of His Majesty's Prize Courts, and all Governors, Officers and Authorities whom it may concern, are to give the necessary directions herein as to them may respectively appertain.

ALARMIC FETTER.

Trading With the Enemy.

It is notified that a proclamation was issued by His Majesty the King on the 6th day of October, 1914, amending in the following respects the Trading with the Enemy Proclamation No. 2 issued on 8th day of September, 1914, which was published in the "Hongkong Government Gazette Extraordinary" of the 6th day of October, 1914:—

1. Heading (vi) of paragraph No. 4 is revoked and the following is substituted therefor:—
(vi.) Not to make or enter into any new marine, life, fire or other policy or contract of insurance (including re-insurance) with or for the benefit of an enemy; not to accept or give effect to any insurance of any risk arising under any policy or contract of insurance (including re-insurance) made or entered into by an enemy before the outbreak of war; and in particular to give effect to any contract of re-insurance current at the outbreak of war to which an enemy is a party or in which an enemy is interested not to cede to the enemy any such policy or contract any risk arising under any policy or contract of insurance (including re-insurance) made or entered into after the outbreak of war, or any share in any such policy or contract.

2. The heading of paragraph No. 4 is amended so as to read:—
(vi.) Not to make or enter into any new marine, life, fire or other policy or contract of insurance (including re-insurance) with or for the benefit of an enemy; not to accept or give effect to any insurance of any risk arising under any policy or contract of insurance (including re-insurance) made or entered into by an enemy before the outbreak of war; and in particular to give effect to any contract of re-insurance current at the outbreak of war to which an enemy is a party or in which an enemy is interested not to cede to the enemy any such policy or contract any risk arising under any policy or contract of insurance (including re-insurance) made or entered into after the outbreak of war, or any share in any such policy or contract.

3. The heading of paragraph No. 4 is amended so as to read:—
(vi.) Not to make or enter into any new marine, life, fire or other policy or contract of insurance (including re-insurance) with or for the benefit of an enemy; not to accept or give effect to any insurance of any risk arising under any policy or contract of insurance (including re-insurance) made or entered into by an enemy before the outbreak of war; and in particular to give effect to any contract of re-insurance current at the outbreak of war to which an enemy is a party or in which an enemy is interested not to cede to the enemy any such policy or contract any risk arising under any policy or contract of insurance (including re-insurance) made or entered into after the outbreak of war, or any share in any such policy or contract.

4. The heading of paragraph No. 4 is amended so as to read:—
(vi.) Not to make or enter into any new marine, life, fire or other policy or contract of insurance (including re-insurance) with or for the benefit of an enemy; not to accept or give effect to any insurance of any risk arising under any policy or contract of insurance (including re-insurance) made or entered into by an enemy before the outbreak of war; and in particular to give effect to any contract of re-insurance current at the outbreak of war to which an enemy is a party or in which an enemy is interested not to cede to the enemy any such policy or contract any risk arising under any policy or contract of insurance (including re-insurance) made or entered into after the outbreak of war, or any share in any such policy or contract.

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NEWS OF THE DAY.

LOCAL AND GENERAL.

The Supreme Court vacation ends to-day.

The October Criminal Sessions open on Monday at the Supreme Court.

The next Mail from Europe is expected to arrive here on Thursday, the 2nd inst.

The St. Joseph's College troop of Boy Scouts is exempted from registration under the Societies Ordinance.

The hour of departure of the last ferry from Hongkong has been changed from 11.30 to 11.45.

Readers are reminded of the special dinner at the Grand Hotel this evening in aid of the Prince of Wales Fund.

Another Organ Recital in aid of the Prince of Wales Fund will be given in St. John's Cathedral on Friday, 30th inst.

His Majesty the King has not been advised to exercise his power of disallowance with respect to the local ordinance to make provision for the protection of certain wild birds and game.

At the Sanitary Board meeting on Tuesday next a letter from Government relative to the appointment of a Select Committee to consider the whole question of the water carriage system of sewage disposal will be considered.

The local branch of the Confucius Society held its annual celebration yesterday in honour of the Sage at the Tai Ping Theatre, which was gaily decorated. The principal honours were for the day, and there was a great display of flags in the streets. Two gay arches were erected over the western end of Wing Lok Street and open air musical and theatrical performances were given throughout the day.

HONGKONG VOLUNTEER RESERVES.

ORDERS BY MAJOR WAKEMAN O.C.R.E.V.R.

Nos. 1, 2 and 3 Companies will parade on Tuesday the 20th instant and Thursday the 22nd instant at 5 p.m. on the Cricket ground.

"Pull Through" can now be obtained on application to the acting Quartermaster Sergeant in the orderly room at the Courts of Justice.

"THE BLUE BIRD."

Thanks to the splendid work of the ladies who have kindly undertaken the sale of Advance Tickets and the generous response of the Public, all Dress Circle tickets issued for the Gala Performance were disposed of in one day and as only a limited number of Stall Advance Tickets are still available, those wishing to present that night are advised to secure their tickets without delay. As the Advance Tickets for the second night are also selling very rapidly it will be advisable to obtain the same for this night without delay.

They can be had at Messrs. Montrose's as well as from the ladies who have undertaken to sell them.

(1) It is provided that the expression "Order-in-Council made and published on the recommendation of a Secretary of State" in heading (v) of paragraph No. 4 shall, as regards persons resident carrying on business or being in His Majesty's Dominions beyond the seas, be taken to mean an order of the Governor-in-Council published in the Official Gazette. (2) The expression "Governor-in-Council" is defined.

It is provided that the power to grant licences in His Majesty's behalf vested by paragraph No. 7 in a Secretary of State may be exercised by the Governor in any British Possession not included within the limits of Canada, India, Australia, or South Africa.

It is provided that the expression "Governor" includes the Officer administering the Government for the time being.

The following paragraph is added:—
"The Trading with the Enemy Proclamation No. 2, where an enemy has a branch locally situated in British, allied or neutral territory, which carries on the business of insurance or re-insurance of what ever nature, transactions by or with such branch in respect of the business of insurance or re-insurance shall be considered as transactions by or with an enemy."

CLAUD SEVENS,
Colonial Secretary.

Published as Notification No. 806 in the "Hongkong Government Gazette Extraordinary" on Sept. 16.

CHAMBERLAIN'S PAIN BALM.

THEY are nothing so good for muscular rheumatism, sprains, lumbago, cramps, of the muscles, bruises and like injuries as Chamberlain's Pain Balm. It will effect a cure in less time than any other treatment.

For sale by all Chemists and Storekeepers.

THE NEW ZEALAND FORCES.

A FINE BODY OF MEN.

The little Dominion of New Zealand, with its population of some few hundred thousand, is sending 8,000 men to Europe to help the British Empire. And the Dominion will care neither for cost in men or money or horse-flesh—and it is said that the horse is its idol. But it would be good to be back there now! Already the most of the 8,000 men will be under canvas, and waiting merely for the tropics. Rather more than three years of compulsory military training have taught the men how easy it is to mobilize without fuss or fussing, and to know what gear to leave behind. Of course, each will have his uniform and equipment to hand and in order. He will be ready for the road. The only trouble will be to select which 8,000 to send first, writes Mr. G. Turner in the "Full Moll Gazette."

THE INFANTRY.

About them there will be nothing consciously spotted. But they would open the eyes of many. Our footmen will tramp on and on, rather bigger men than your London Territorials, with a spring in their step that tells of constitution powerful enough to bear the heat and burden of the day and the cold and unrest of weary nights. About eighteen months ago I rode beside, I think, 8,000 of them on a nine-mile walk. Not one of them fell out by the way. The steady, even ranks of the 1st Regiment—city-bred men and boys—were going as strongly as those of the 2nd and the 13th. The last two regiments were such as you could not understand. Some came from far towns and villages, others from nameless armlets of the sea. A city was now to them. In all their lives no man had given them orders, nor had they recognized any will save their own. The wide spaces had made them free men. Discipline was no sweet thing to them. A finer quality than discipline held them together. It was patriotism.

Gentleman and lout, artist and bod-carrier, will be side by side. With them shooting men who have won medals on the rifle range, and other men, wrinkled about the eyes, whose shooting is part of their living. At the back of Waikato, in the foothills, they shoot the little valley for livelihood. So much, perhaps, as and cartridges so much—a few misses, and the day will be an empty one. Or perhaps it has been the "possum" rarer, acclimated beast, and no more easy to hit. The snow will be down early, perhaps, in Central Otago; and there, I believe, the best shots will show. Rabbits are thick—in half an hour's drive I have lost count. The man who shoots them using a .22, others use a shot-gun, will have a man for each cartridge in his magazine before it comes to steel. Grim, cold nights, an eternity of waiting and watching, will have no horrors for the back-country shepherds, alone with the snow and the sheep and their dogs. There is life on the sea's head, and day after day they tramp steep hillsides or ruka the snow, carrying a twelve-bore. They may not see the kees for weeks—and if then they miss, how much labour has gone in vain!

These men who shoot to live, and beside them will march men who live to shoot. Believe it, the New Zealander is as alive to his deer herds as any Englishman who crosses the world to get perfect heads. Nor is the pigeon any poor training for the snary who must be swift to give a loaden answer to the question asked by crackling twig.

THE ARTILLERY AND CAVALRY.

Of the Artillery I do not know, save that they are fine, big fellows who, perhaps more than any other branch of the Service save the Engineers, have taken their training seriously. General Sir Ian Hamilton, Inspector-General of the Overseas Forces, says that the system under which the permanent cadre of men and horses is always distributed among the batteries is excellent. "It is an example of the best way in which an army organized on Militia lines should utilize its stiffening of Regulars." Equally, the Inspector-General was pleased with Engineers, signallers, and the smaller branches. The Medical Corps is ready. And British N.C.O.'s have been teaching our men how to run the Army Service Corps.

The N.Z.M.B. have waited to the last. Their record in South Africa stands. The Hindoo camp followers called them the "durus muts." What mounted men might do they did. Perhaps at the beginning they had patriotism rather than discipline. At the end they had discipline and experience and a new patriotism which was compact of love and understanding for things British. The world was wider for them; they knew that when Englishmen rode they might ride beside the hedge (and the tumble, if it came) was for them both. Even if England has forgotten the Boers will remember.

NEW ZEALAND HORSES.

To-day those same men will be out again and with them the newer men, who have learnt English ways of mounting by movements, and letting their stirrups down, and holding their reins as the sergeant-major says. The three

IT NEVER FAILS.

CHAMBERLAIN'S COLIC, Cholera, and Diarrhoea Remedy is all the name implies. It cures diarrhoea and dysentery in either children or adults, and the most violent cases of cramp colic or pain in the stomach give way to a few doses of this medicine. Safe, sure, always cures. For sale by all Chemists and Storekeepers.

Sir Ian Hamilton ends his report: "Finally, I can only say I have served in war already with the New Zealand Mounted Rifles, and I should esteem myself lucky indeed if ever I had the good fortune to encounter Continental cavalry in reasonably broken ground."

TO THE FRONT BY ROWING BOAT.

Among the passengers in the steamship Le Nord, which arrived at Folkestone recently from Calais, were four gunners of the Royal Field Artillery.

It was explained that the men, who are stationed at St. Omer, commenced a rowing boat on Saturday, being eager to get to the front. About a mile or two from the French coast they were picked up by a Calais fishing boat. The boat was also brought over by the Le Nord.

years' training has got the type of boat wanted into their minds, and they have bought it. Fourteen hands to fifteen and a half hands, oars, cable, to carry fifteen stone all day and every day, to stand cold nights and hard food. One other matter, greater than all else. The New Zealand look after his horse, maybe after his own fashion, but so as to ensure that it shall work easily tomorrow, the day after tomorrow, and just as long as he will wait it.

Sir Ian Hamilton ends his report: "Finally, I can only say I have served in war already with the New Zealand Mounted Rifles, and I should esteem myself lucky indeed if ever I had the good fortune to encounter Continental cavalry in reasonably broken ground."

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THROUGH THE TYPHOON.

"LOKSANG'S" EXCITING TRIP.

The officers and crew of the steamer Loksang, one of Messrs. Jardine, Matheson and Co.'s fleet, tell of an exciting experience they had on the vessel's last trip to Indo-China. The Loksang was caught in the full force of a typhoon which filled up the southeast of Hainan, and so violent was the wind, coupled with a heavy sea, that many times the vessel and crew were in danger of being lost. Once the vessel heeled over on the port side to an angle of 30 degrees and threatened all with destruction. On this run there is no means of shelter, and vessels caught in the whirl of a typhoon live to weather it as best they can.

A representative of the "China Mail" went aboard this morning and found that the boat had suffered severely. The upper bridge had been swept clean, the barometer and chart being missing. The atmosphere had been wrenched away and carried overboard. So terrific was the force of the gale that the skipper, Captain Ritchie, and the second mate, W. Field, took, who had been lying face down, wards, hopelessly trying to control the storm-tossed vessel, decided to vacate the bridge. The steering gear was washed away and for hours the vessel lay at the mercy of the sea. A life boat and a dinghy broke adrift, and were lifted overboard, chains and ropes being useless in such a storm.

"We were flying high like a balloon in the water," was the graphic description of one of the officers, "and every roll the vessel took we thought would be our last."

The Loksang left Hongkong for Tourane and another port in Indo-China. She had very little cargo. The weather at first was good but towards noon on October 2nd the wind got up and commenced to blow hard from the north-east, increasing steadily until about 5 o'clock in the evening. From that time till 7 o'clock the wind died away and the air cleared considerably. By the peculiar antics of the barometer and the look of the weather generally, Captain Ritchie realized that the vessel was approaching a typhoon. He came to the conclusion that a depression existed to the south-east and that they had crossed the path of the typhoon and were, consequently, perfectly safe to stand by. But between 9 p.m. and midnight the weather became bad again. At midnight the vessel was about 20 miles from Tourane which the captain hoped to reach for shelter. The glass fell rapidly and the only thing to do was to head for the north-east in the hopes of escaping being driven into the shore. From midnight till 2 a.m. the wind increased, great gusts and squalls blew across the deck and in very quick time there was a heavy sea. The sea and the spray blotted out the lights of Tourane. Between 2 and 4 a.m. the squall reached its fiercest force. It was then that the ship heeled over on her port side to the acute angle of 30 degrees. The vessel was unmanageable. The steering gear had been carried away and steam could not be kept in the engines through the injectors being clear of the water. The engines had therefore to be stopped about 3.30 a.m. the bridge was wrecked and Captain Ritchie and second mate Hook crawled away to other quarters. Just about the same time two of the boats were lost, and the anchor, which had probably worked loose, was also missed. The barometer had dropped to 28.00 and a huge and dangerous sea was running. At 5 a.m. the gale commenced to subside fairly quickly the squalls went off and the weather was again seen moderate. Land was picked up at 11.30 a.m. and the Loksang headed for Tourane.

Throughout the storm the crew behaved admirably. Later the same day the American (Bank Line) steamer Tourane in distress, this vessel having been met by the typhoon to the south of Hainan.

WAR NEWS.

WHERE THE WOMEN WAIT.

In Horse Guards Avenue all the meaning of war makes home to the Londoner. Despite two boldy printed notices on the War Office entrance it is here where the women wait.

One notice says that information is sent direct to the next-of-kin of all officers and men as early as possible after the receipt of each casualty list. The other says: "The names of the non-commissioned officers and men killed, wounded, and missing have not yet been received." But still the women wait.

Some wait nearly all the hot day; some wait an hour or two and go away; some come again and again in unappeasable anxiety.

TO THE FRONT BY ROWING BOAT.

Among the passengers in the steamship Le Nord, which arrived at Folkestone recently from Calais, were four gunners of the Royal Field Artillery.

It was explained that the men, who are stationed at St. Omer, commenced a rowing boat on Saturday, being eager to get to the front. About a mile or two from the French coast they were picked up by a Calais fishing boat. The boat was also brought over by the Le Nord.

years' training has got the type of boat wanted into their minds, and they have bought it. Fourteen hands to fifteen and a half hands, oars, cable, to carry fifteen stone all day and every day, to stand cold nights and hard food. One other matter, greater than all else. The New

SHIPPING

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

Will dispatch VESSELS to the Undermentioned PORTS on or about the
DATE indicated—

DATE	STEAMERS	TO	REMARKS
21st Oct.	SHANGHAI, MOJI, KOBE, NELLORRE	Penang	Passage.
21st Oct.	YOKOHAMA	Penang	Passage.
23rd Oct.	LONDON, VIA SUEZ, PANAMA, COLON, YOKOHAMA	Penang	Passage.
23rd Oct.	SHANGHAI, MOJI, KOBE, NELLORRE	Penang	Passage.
23rd Oct.	YOKOHAMA	Penang	Passage.
23rd Oct.	LONDON, VIA SUEZ, PANAMA, COLON, YOKOHAMA	Penang	Passage.
23rd Oct.	SHANGHAI, MOJI, KOBE, NELLORRE	Penang	Passage.
23rd Oct.	YOKOHAMA	Penang	Passage.
23rd Oct.	LONDON, VIA SUEZ, PANAMA, COLON, YOKOHAMA	Penang	Passage.

Subject to immediate alteration without notice.
All the above steamers are fitted with Wireless Telegraphy.

NOTICE TO SHIPPERS.

SHIPPERS are informed that the P. & O. Company's Vessels are insured under the British Government National Insurance Scheme and they can effect War Risk Insurance on individual shipments with The National Insurance Committee, London, through their representatives there.

The production of a Marine Risk Policy is not immediately necessary.

P. & O. S. N. Co.'s Office.

E. A. HEWITT, Superintendent.

CANADIAN PACIFIC ROYAL MAIL
STEAMSHIP LINE.

VIA VANCOUVER AND

THE CANADIAN PACIFIC RAILWAY.

PROPOSED SAILINGS FROM HONGKONG, SUBJECT TO ALTERATION.

SAILINGS TEMPORARILY WITHDRAWN.

The 'EMPEROR OF RUSSIA' and 'EMPEROR OF ASIA' are new quadruple screw 21 knot turbine steamers of 16800 tons gross—50,000 tons displacement—the finest, fastest and most luxurious on the Pacific.

All steamers of the Company's Pacific and Atlantic Fleet are equipped with the Marconi wireless apparatus.
Each Trans-Pacific 'Empress' connects at Vancouver with a Mail Express (Train) and at Quebec with the Company's Atlantic Mail Steamers.
The Company's chain of Hotels across Canada are unsurpassed for comfort.

PASSAGE RATES, HONGKONG TO LONDON.

EMPEROR OF RUSSIA	Optional Atlantic Port	£71.10
EMPEROR OF ASIA	do	£55.
EMPEROR OF INDIA	do	£55.
EMPEROR OF JAPAN	do	£55.

'MONTEAGLE'—Intermediate service—First class railway, second cabin steamer, via Canadian Atlantic Port—£45.
Atlantic, via Canadian Atlantic Port—£45.
Boston or New York—£45.
Meals and sleeping car across Canada not included in any of above rates. If required such will cost £8 additional.

Passengers purchasing Trans-Pacific Round Trip passage tickets have the option of returning from San Francisco by the steamers of the Pacific Mail S.S. Co. or Toyo Kisen Kaisha.

Local and through passengers may, if desired, travel by rail between ports of call in Japan.
SPECIAL THROUGH RATES (First Class only) are granted to Naval and Military Officers, European Civil Service Officials, Missionaries, &c. Full particulars on application to Agents.

Through Passengers are allowed 'Stop Over' privilege at the various points of interest on route.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to

D. W. CRADDOCK, General Traffic Agent,

Corner Pedder Street and Praya (opposite Blake Pier).

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BELLA, DELAGUA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.

From Hongkong:	From Colombo:
23rd October. Connecting with "GUJERAT"	17th November.

Excellent Accommodation for 1st and 2nd Class Passengers.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGUA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

From Hongkong S.S. "SALAMIS" on 25th of October.
First Class Accommodation for Passengers.
Fitted with Wireless Telegraphy.

For Rates of Freight and Passage, apply to

THE BANK LINE, LIMITED.

MANAGING AGENTS.

NATAL LINE OF STEAMERS

MAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS with transshipment at CAPE TOWN, in conjunction with the

INDO-CHINA STEAM NAVIGATION CO., LTD.

AND AFRICAN LINE.

Proposed Sailing from Hongkong

Steamer from Hongkong.	On or about	Connecting at Calcutta with	on or about
HUMSANG	Oct. 21st	A Steamer	Midle of Nov.

For Freight and further particulars apply to

DODWELL & CO., LTD., Agents.

HONGKONG—NEW YORK.

REGULAR SAILINGS via PORTS and SUEZ CANAL.

(With liberty to call at the Malabar Coast.)

FOR BOSTON AND NEW YORK.

S.S. ATHOLL	On or about 28th October.
For Freight & further particulars, apply to	

DODWELL & CO., LTD., Agents.

THE NANYO YUSEN KUMI

(SOUTH SEA MAIL S.S. CO.)

Regular Service of Steamers between JAPAN, Hongkong, Singapore, Batavia, Samarang and Sourabaya.

S.S. BANRI MARU	For Hongkong, Batavia, Samarang & Sourabaya.	22nd Oct.
For Freight or Passage apply to		

DODWELL & CO., LTD., Agents.

SHIPPING

PACIFIC MAILS S.S. CO.

OPERATING
MODERN HIGH POWERED TWIN SCREW EXPRESS STEAMERS.
MONGOLIA 27000 tons MANCHURIA 27000 tons
KOREA 18000 tons SIBERIA 18000 tons
CHINA 18000 tons NILE 18000 tons
PERSIA 8000 tons

Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco
"THE SUNSHINE BELT"—The Most Comfortable Route to America and Europe

"THE SUNSHINE BELT"—The Most Comfortable Route to America and Europe

S.S. CHINA	Sailing	TUESDAY,	27th Oct.	1 p.m.
S.S. MANCHURIA	"	TUESDAY,	3rd Nov.	1 p.m.
S.S. MONGOLIA	"	TUESDAY,	1st Dec.	1 p.m.
S.S. KOREA	"	TUESDAY,	22nd Dec.	1 p.m.

These steamers are famous for their modern equipment, comfort, and the superiority of the cuisine, which is under the personal supervision of Mr. V. Marini, the well-known chef. Large saloons, equipped with electric fans and running water. Berths equipped with electric reading lamps. Numerous amusements—salt water swimming tank, Filipino orchestra, deck games, etc.—not a dull moment throughout the trip.

The Safety and Comfort of Passengers is Our First Consideration.

For further information, rates, literature, etc., apply to
R. G. MORTON, Agent,
King's Building (opposite Blake Pier), Telephone No. 241

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

via SHANGHAI, MANILA, the INLAND SEA

JAPAN and HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer.	Displacement	Tons & Speed.
*OHIO MARU	22,000-21 knots	From Hongkong, 20 Oct.
*TENYO MARU	22,000-21 knots	From Nagasaki, 14 Nov.
*BEIYU MARU	22,000-21 knots	From Hongkong, 8 Dec.

Steamers via Shanghai will be despatched at NOON.

First Class to London	£71.10.	Return (8 months) £130.
First Class to New York	£80.	£96.10.
First Class to San Francisco	£45.	£58.

Passengers purchasing Trans-Pacific Return tickets have the option of returning from SAN FRANCISCO by steamers of the Pacific Mail S.S. Co. or from VANCOUVER by steamers of the Canadian Pacific Railway Co.

SPECIAL RATES given to NAVAL and MILITARY, CIVIL SERVANTS, MISSIONARIES, etc.

ROUND THE WORLD tickets issued in connection with all the principal Mail Lines and the Trans-Siberian Railway.

Passengers may travel by Railway between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

via Japan Ports, Honolulu, Hilo, Manzanillo, Salina Cruz,

Callao, Iquique and Valparaiso.

Thence by Trans Andean Route to Buenos Aires.

Steamer.	Displacement Tons & Speed.	Sailing.
NYO MARU	18,500 15 knots	Wednesday, 2nd Decem

For full particulars as to Passage and Freight apply to

S. MORIMOTO, Agent.

Telephone 2891. KINGS BUILDING (Opposite Blake Pier).

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN,

Via SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE,

Via SUEZ CANAL.

For	STEAMERS	CAPTAIN	To Sail.
SHANGHAI, KOBE AND YOKOHAMA	ATLANTIQUE	—	10th October.

MARSEILLES, via PORT OF CAL.

CHILI, Penin de Bassac, 3rd November, at 1 p.m.

ALL STEAMERS FITTED WITH WIRELESS.

TRANSHIPMENT on the Co's Steamers at COLOMBO for Ceylon, Bombay and Australia, at PORT SAID for the Levant, Constantinople and Black Sea.

For further particulars apply to

P. THOMAS, Agent.

THE EASTERN & AUSTRALIAN

MAIL SERVICE

TO AUSTRALIA, via MANILA.

MAIL SCHEDULE

SUBJECT TO MODIFICATION.

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ALVERNHAM	October 27th	November 10th at 10 a.m.
ST. ALBANS	November 2nd	November 15th at 10 a.m.
EASTERN	November 12th	January 8th at 10 a.m.

These steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are fitted throughout with Electricity. All Steamer have Electric Fans & daily qualified Doctors and Stewards on board.

GIBB LIVINGSTON & CO.

SHIPPING

CHINA NAVIGATION CO., LD

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SHANGHAI	LIANGCHOW	Tomorrow, Daylight.
WANTAI, CEBU & ILOILO	CHENNA	Oct. 20, at 4 p.m.
SHANGHAI	KIANGCHOW	Oct. 20, at 4 p.m.
SHANGHAI	LOCHOW	Oct. 22, at 4 p.m.
WHEIHWAI & TIENTSIN	BOICHOW	Oct. 24, at Noon.
MANILA, CEBU & ILOILO	TAMING	Oct. 27, at 4 p.m.

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.

S.S. 'LINTAN' and S.S. 'SANTUL'

SP-MANILA LINE. Twin Screw Steamers 'Chishua,' 'Taming,' & 'Tan' Excellent Saloon and modern ion amidships. Electric Fans fitted. Extra state-rooms on deck, aft on 'Taming' and 'Tan.'

SP-SHANGHAI LINE. The Twin Screw Steamers 'Anhui,' 'Chenan,' 'Shanghai,' and the S.S. 'Liangchow,' 'Lochow,' and 'Yingchow,' having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

These Steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Telephone No. 36 AGENTS.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
*SANDARAN	HINSANG	TUE-DAY, Oct. 20, Daylight.
*SHANGHAI	YUSANG	THURSDAY, Oct. 22, Daylight.
*SANDARAN	MAUSANG	FRIDAY, Oct. 23, Daylight.
*SINGAPORE, PENANG & CALCUTTA	KUMSANG	SATURDAY, Oct. 24, at 3 p.m.
*MANILA	LOONGSANG	SATURDAY, Oct. 24, at 3 p.m.
*SHANGHAI	LIENSANG	SUNDAY, Oct. 25, Daylight.
*SHANGHAI, KOBE & MOJI	FOOKSANG	WEDNESDAY, Oct. 28, at Noon.

RETURN TOURS TO JAPAN.

THE steamers Kumsang, Namsang & Fooksang leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the Yuhai, Kumsang, and Namsang leaving Hongkong at regular intervals for Yokohama, Kobe & Moji and returning thence direct to Hongkong. Time occupied 16 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified Surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dairen, Weihaiwei & Tientsin.

Taking Cargo on through Bills of Lading to Katoh, Lahad Datu, Simporu, Tawao, Orisk, Jesselton and Labuan.

For Freight or Passage, apply to

Telephone No. 210.

JARDINE, MATHESON & Co., Ltd.,

General Managers.

BRITISH INDIA STEAM NAVIGATION CO., LD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG & RANGOON.

Steamers are despatched EASTWARD and WESTWARD at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.,

Telephone No. 210. Agents.

THE ROYAL MAIL STEAM PACKET COMPANY

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

'SHIRE' LINE SERVICE—HOMEWARD.

For

Steamers.

Date of Departure.

LONDON.....MONMOUTHSHIRE.....About 4th November.

TRANS-PACIFIC 'SHIRE' AND 'GLEN' JOINT SERVICE.

VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND Via

HONOLULU.....'GLENROY'.....About 24th November.

For freight and further particulars, apply to

JARDINE, MATHESON & Co., Ltd.,

Telephone No. 215 Sub Ex. No. 9. AGENTS.

BRITISH INDIA S. N. CO., LTD.

A.P.C.A.R. LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, HONGKONG, SHANGHAI

AND JAPAN PORTS.

Steamers are despatched EASTWARD and WESTWARD at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to

DAVID SASSOON & CO., LTD.

AGENTS.

SHIPPING

NDRA LINE, LIMITED.

For NEW YORK Via SUEZ CANAL

(With Liberty to Call at the Malabar Coast.)

THE Steamship

"SAINT WILLIAMS"

Will be despatched as above on 6th November

For freight apply to

JARDINE, MATHESON & Co., Ltd.

Telephone No. 215, Sub. Ex. No. 9.

Hongkong, Oct. 8, 1914. 1091

NOTICES TO CONSIGNEES

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO AND STRAITS.

THE Company's Steamship, HITACHI MARU,

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Godowns & Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, To-Day.

Goods not cleared by the 21st October, will be subject to rent.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Co's representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which time the Company will not be responsible.

No claims will be admitted after the goods have left the Godown.

NIPPON YUSEN KAISHA, Agents.

Hongkong, Oct. 15, 1914. 1093

AMERICAN & MANCHURIAN LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK & SINGAPORE.

THE Steamship

CITY OF BRISTOL,

Captain A. H. Davidson, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before 2 p.m. To-morrow.

All Broken Cases, and Damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, 21st instant, at 10 a.m.

All Claims must be presented within fifteen days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the

